

An Informational Report on the
Condition of Oakland's Pavement

Asset: Streets

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- Overview of Oakland Streets Asset
- Pavement Life Cycle (Life of a Pothole)
- Current Condition and Trends
- Outlook
- Options for Moving Forward
- Status of 2007 Paving Plan
- Questions / Discussion

Total Centerline mileage

- Three Classifications
 - *Arterial* – High capacity urban roads that connect to freeways and urban centers
 - *Collector* – Low to moderate capacity that move traffic from residential to Arterials
 - *Residential* – Everything else. Residential area streets
 - Federal Funding: Only for Arterial and Connector Streets

Total centerline mileage

Arterial	179 mi
Collector	120 mi
Residential	507 mi
Total	806 mi

Grading the Pavement

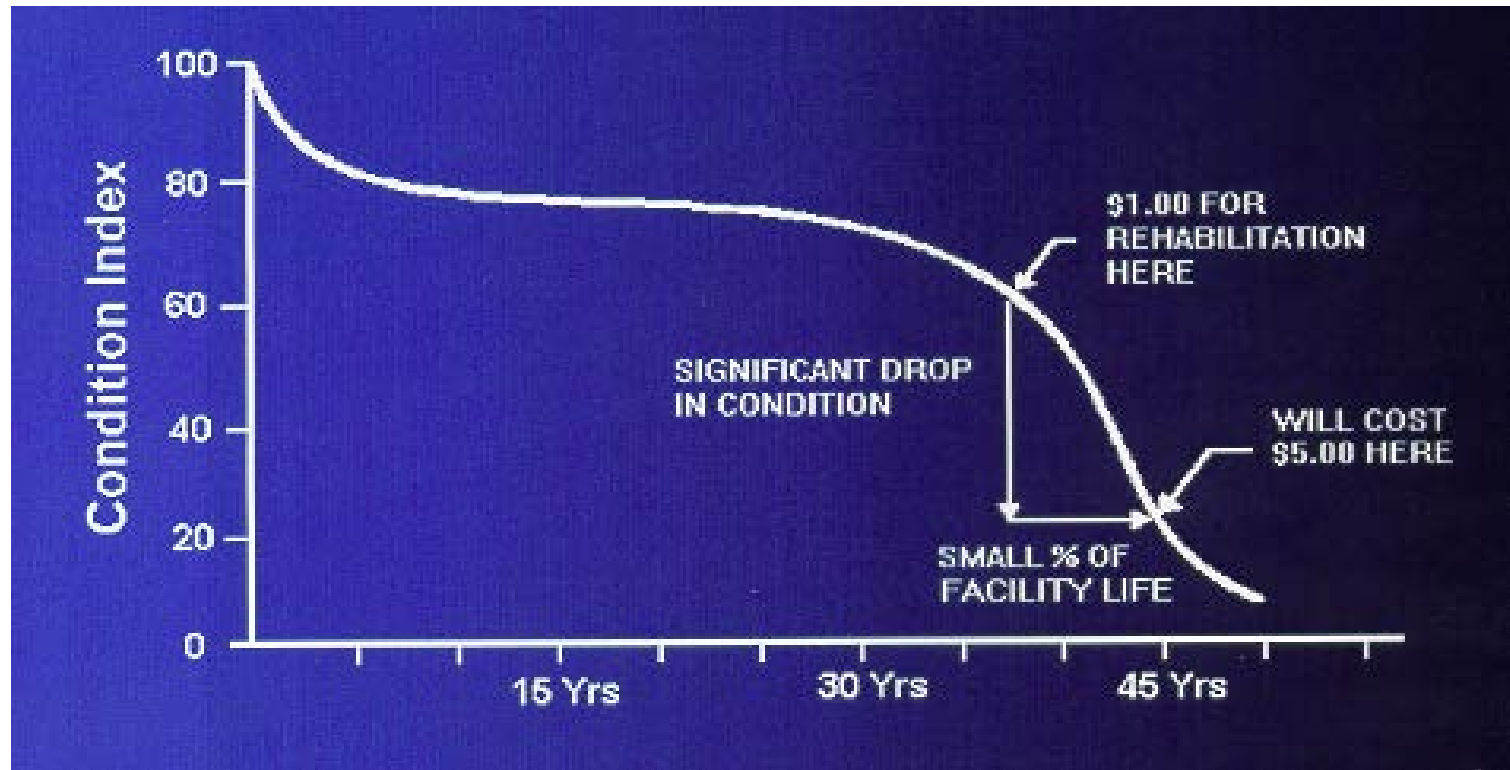
The “PCI”

- PCI = Pavement Condition Index
- Universal standard
- Rating considers:
 - Distress type (seven common to the bay area)
 - Distress severity (low/medium/high)
 - Distress quantity (measured)
- Scale of 100 to 0
- PCI 100 = Brand New
- PCI 0 = Completely Failed
- Streets evaluated at least every 5 Years
- Rating based on 3-year rolling average

Pavement Condition Index (PCI)



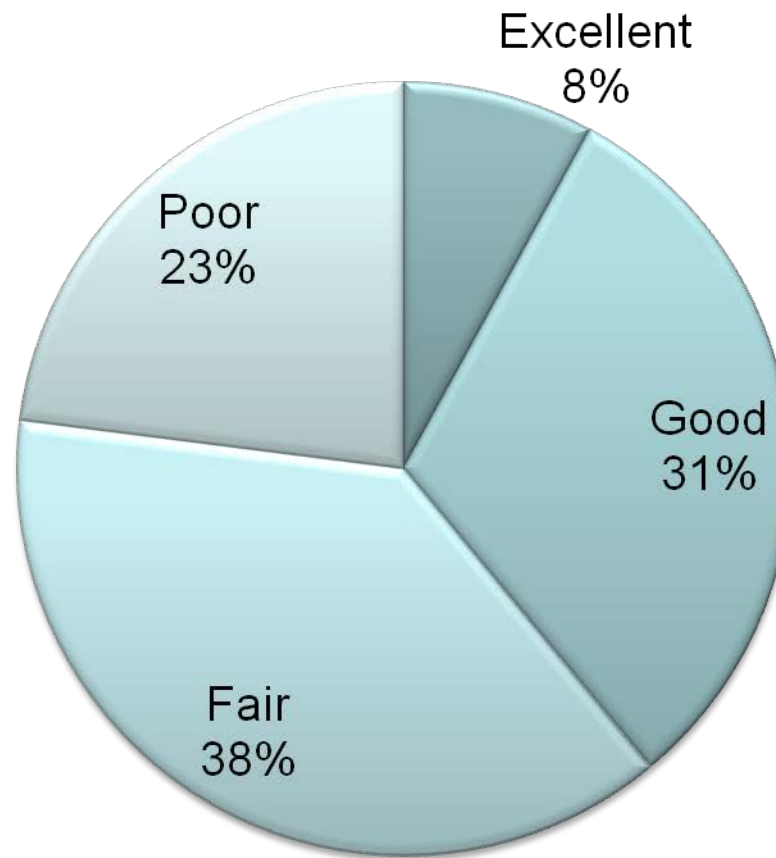
Pavement Life Cycle (Deterioration Curve)



Current Condition in Oakland

- Oakland's Average network PCI is 56
- PCI was 63 in 2006
- Bay Area Average is 66
- Oakland ranks 98 of 109 area jurisdictions

Current Condition Breakdown



Current Trends

- PCI of overall network will decrease on an annual basis
- Backlog will increase on an annual basis
- Pavement becomes more unsightly
- Potholes and base failures will become more common
- Citizen complaints will increase
- Damage to cars and tires will increase
- Cost to rehabilitate pavement in poor condition is significantly higher than cost to maintain pavement in good condition

The Story in Potholes Filled

Year	Potholes
2010	3,561
2011	9,939
2012 (Q1 – Q3)	10,320

Primary Funding Sources

Source	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15
Prop 42	1.7	2.5	2.6	2.7	2.8
Prop 1B	6.2	0	0	0	0
Federal STP Fund	3.6	0	3.0	0	3.0
Measure B	0	0	0.6	0.6	?
Vehicle License	-	1.5	1.5	1.5	1.5
Total	11.5	4.0	7.7	4.8	7.9

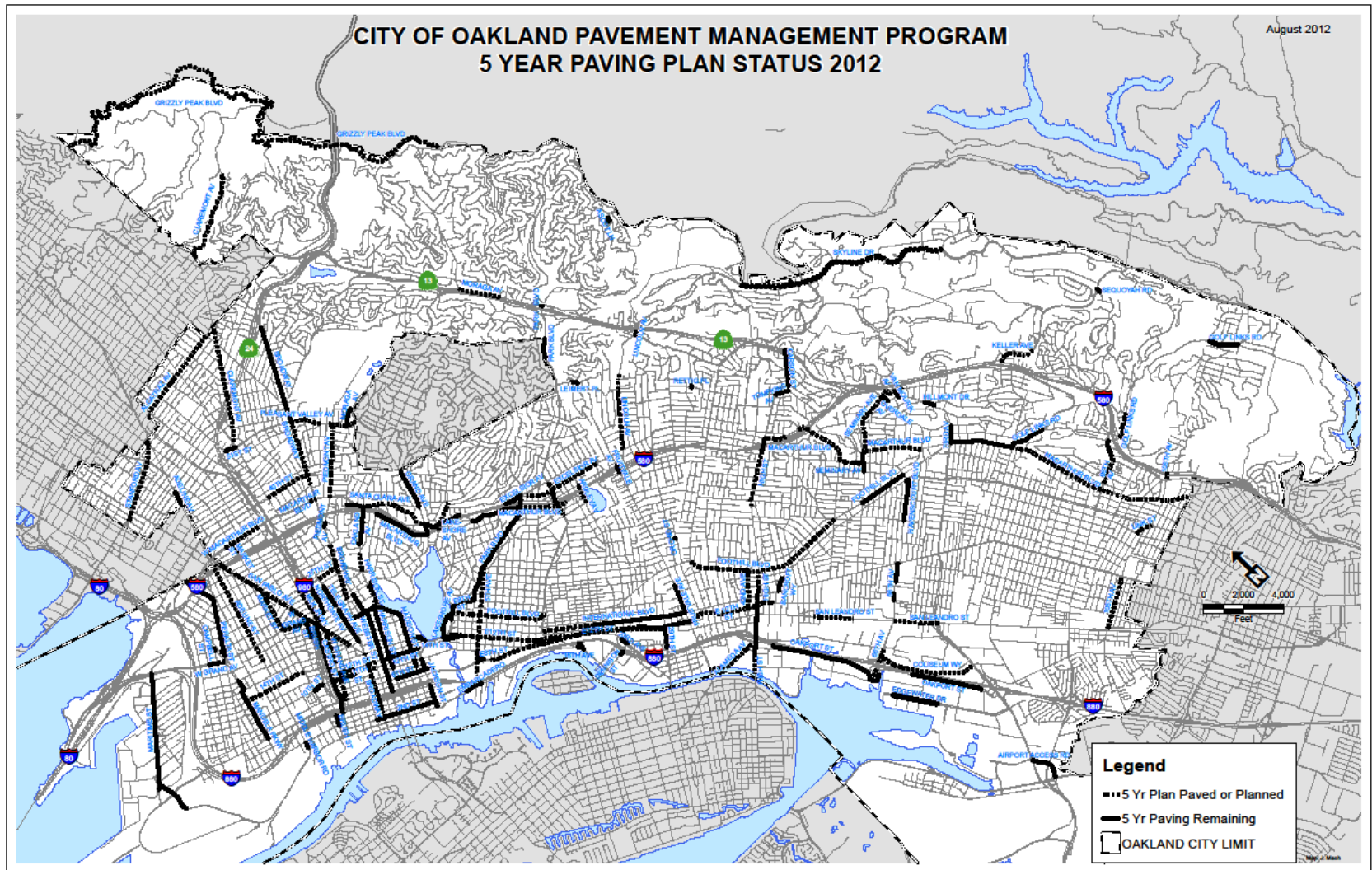
Projected Conditions

Annual Funding Level	Projected PCI In 2014	Projected Deferred Maintenance In 2014
Current Levels – No Change	49	\$770 Million
\$10 Million	51	\$736 Million
\$23 Million	55	\$697 Million
\$41 Million	60	\$648 Million

Status of 2007 Plan

- 2007 Pavement Plan
- \$50 Million in Projects
- 80% on Preventive Maintenance
- 20% on “Worst Streets”
- 77 Miles Proposed
- 53 Miles Complete

2007 Paving Plan Status



Funding Options

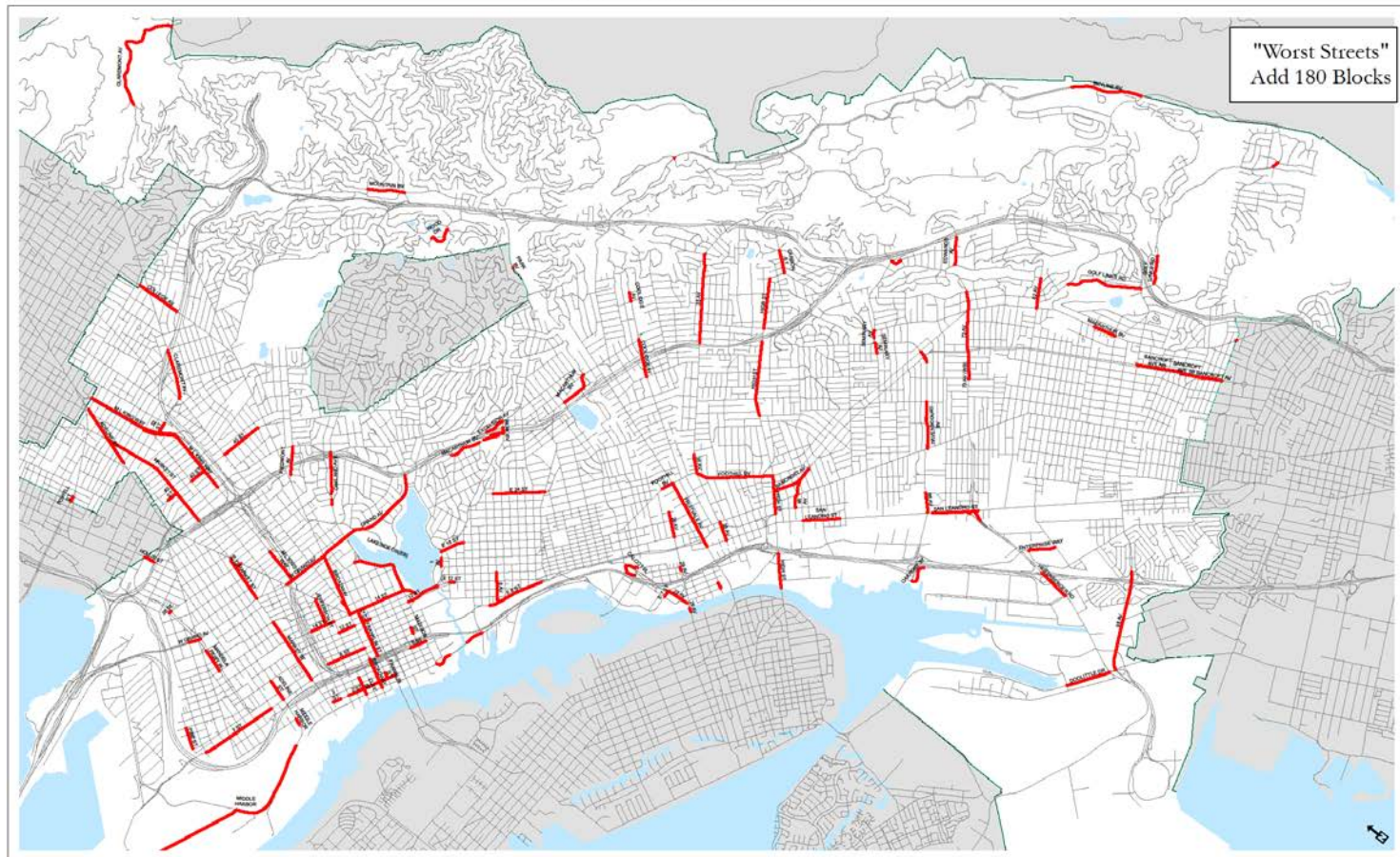
- General Purpose Fund
- Parcel Tax
- Measure B Reauthorization
- General Obligation Bond
- Revenue Bond
- Assessment District
- Development Impact Fee
- Legislative Advocacy

Recommendations

- IF Measure B is Reauthorized
 - Up to \$8 Million additional for Pavement
 - Begin to Dig Out with Revenue Bonds

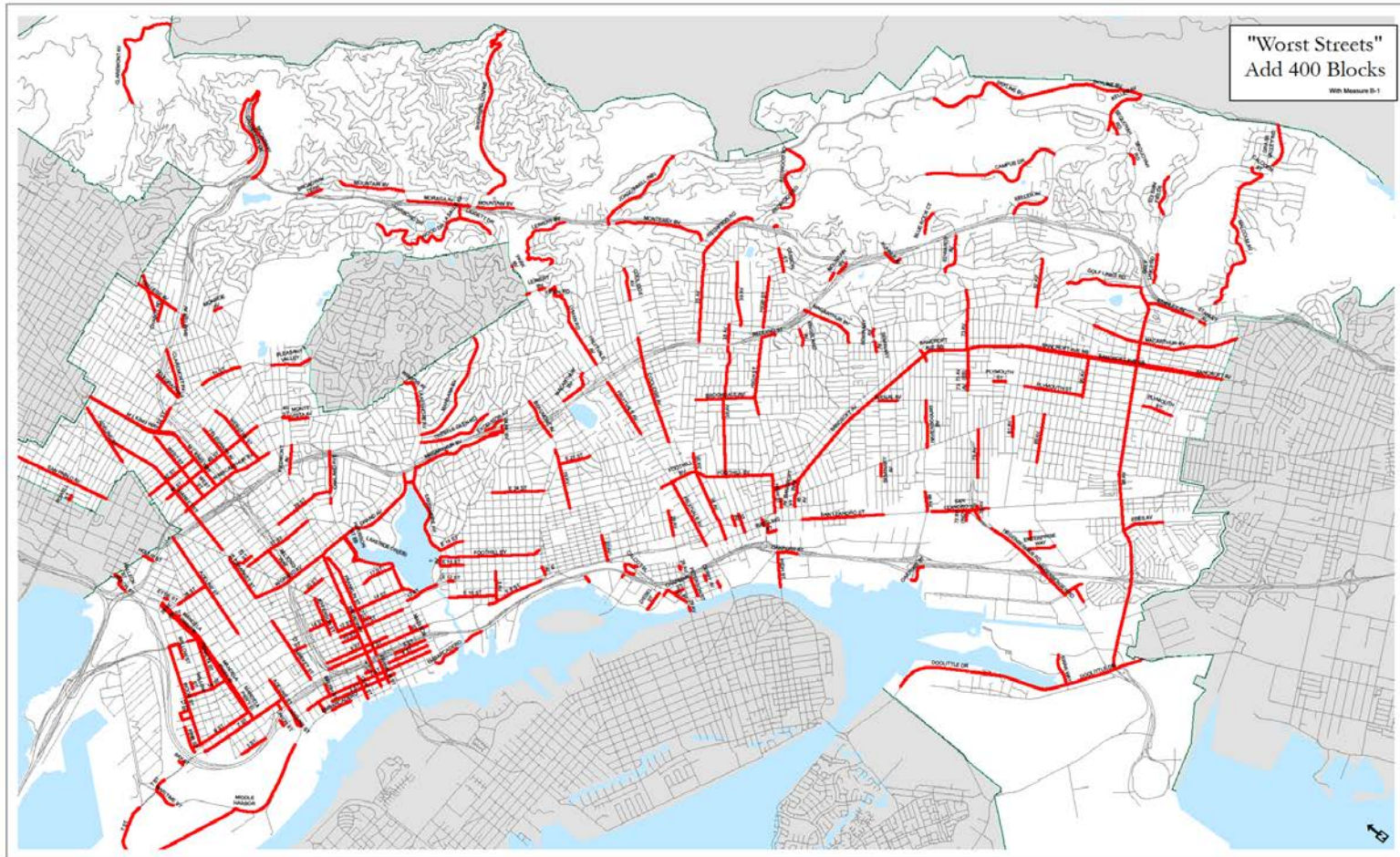
DRAFT 5-Year Plan – No Funding Change

DRAFT FIVE-YEAR PAVING PLAN
WITH CURRENT BUDGET



DRAFT 5-Year Plan – Add Measure B-1

DRAFT FIVE-YEAR PAVING PLAN WITH MEASURE B-1



Questions / Discussion
